provision for additional incentives and devolution of finance to the State Governments. And the two criteria are: tax to *per capita* income ratio and population control. Sir, the States which control population are given more finances. This in turn leads to socio-economic advancement and an increased awareness in the masses, Sir, in the States which are devoid of additional finances, there is no economic and social advancement and this leads to growth in population. Sir, this inherent contradiction has been brought out by several Members of the Planning Commission and I would, therefore, like the hon. Minister to tell us whether this inherent contradiction in the devolution of extra finances to States will be checked on this aspect.

MR. CHAIRMAN: Are you directing it to her or to the Planning Minister?

SHRI RAOOF VALIULLAH: Sir, this concerns this Ministry, the devolution of finances ...

KUMARI SAROJ KHAPARDE: Sir, this question does not relate to us.. *(Interruptions)*.

SHRI RAOOF VALIULLAH: This concerns financial assistance to States...

SHRI NIRMAL CHATTERJEE: The point is whether devolution will relate to success or failure... *(Interruptions)*

KUMARI SAROJ KHAPARDE: Sir, I would like to say .. *(Interruptions)*.

SHRI RAOOF VALIULLAH: This is linked with population. Therefore, the backward States require more funds.

THE MINISTER OF HEALTH AND FAMILY WELFARE AND THE MINISTER OF CIVIL AVIATION (SHRI MOTI LAL VORA): Sir, what the hon. Member is saying concerns the Planning Commission. Still, we have noted his suggestion and...

MR. CHAIRMAN: You will press for it.

SHRI RAOOF VALIULLAH: Sir, what is the answer? I do not understand ...

SHRI MOTI LAL VORA: They are mainly for the Planning Commission, what they have decided about all the States. After that, we will pass it on.

MR. CHAIRMAN: Question No. 204.

*204. [*The questioner (Shri R. Sambasiva Rao) was absent. For answer, vide col. 32 infra.*]

MR. CHAIRMAN: Question No. 205.

Night landing facilities at Tirupati and Vijayawada Airports

*205. PROF. C. LAKSHMANNA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the progress made with regard to provision of night landing facilities at Tirupati and Vijayawada air ports; and

(b) the expeditious steps taken to provide these facilities at Tirupati in order to help the pilgrims visiting Tirupati from all over the country, who otherwise are forced to have night halts in other cities for want of night landing facilities at Tirupati?

THE MINISTER OF HEALTH AND FAMILY WELFARE AND THE MINISTER OF CIVIL AVIATION (SHRI MOTILAL VORA): (a) and (b) A statement is laid on the Table of the House.

Statement

(a) and (b) There is no proposal at present for provision of night landing facilities at Tirupati due to the following reasons:

(i) The main users *viz.* Indian Airlines and Vayudoot have not projected any requirement for these facilities; and

(ii) being surrounded by numerous hills, installation of night landing facilities would be very expen-

sive and even if these are installed, night operations would not be without an element of risk.

The following night landing facilities are proposed to be provided at Vijayawada airport during 7th Five Year Plan period at an estimated cost of Rs. 55 lakhs—

(i) Installation of high intensity runway lights;

(ii) Precision Approach Path Indicators-2 sets; and

(iii) Apron Flood Lights.

PROF. C. LAKSHMANNA: Mr. Chairman, Sir, Tirupati and Vijayawada happen to be two stations in the Southern sector which are without these facilities. And I understand there is one more station. But still I am surprised to find the answer saying that the Indian Airlines and Vayudoot have not projected any requirement for these facilities at Tiruputi. Sir, Tiruputi, as you are aware—particularly, you must be aware, Sir, is a place of pligrimage where a large number of people come from all over the country, and for want of night landing facility they are forced to stay in places like Madras or Hyderabad or Bangalore before they could go to Tirupati. And, therefore, I see no reason why there is no need for such a facility at Tirputi. And the other reason stated is that night landing facility is difficult because of the hills, etc., I do not know how this comes into the picture when there are other areas where there are hills but still there are night landing facilities. And what is the connection between night landing facility and the hills? There may be difficulty in landing if there are hills around. But that has no relation with the night landing facility. Therefore, an answer like this, instead of squarely tackling the problem, is only sidetracking the issue. I would like to see an assurance from the Minister whether he would consider the possibility of having night landing facilities in order that those people who come from different parts of the country are able to visit Tirupati which is the most important pilgrimage centre today in the country.

SHRI MOTI LAL VORA: Sir, Tirupati pilgrimage centre is surrounded almost on all the sides by hills, as the hon. Member has also stated. Sir, when it is surrounded on almost all the sides by hills, how is it possible for the Indian Airlines to have night landing there because the risk is involved very much? And also Tirupati is very well connected with the airlines on the day operation. Sir, I may tell the hon. Member that as regards the Vijayawada airport, we are taking it up in the Seventh Five Year Plan and a provision of Rs. 55 lakhs is provided and Vijayawada will be made available for night landing by the end of the Seventh Five Year Plan. As far as Tirupati is concerned, it is very well surrounded by hills on all the sides. So it is not possible to take any risk there for night-landing though the night-landing programme will also cost a lot of money. Secondly, Sir, the Government of Andhra Pradesh had promised to give certain land but the land has not yet...

MR. CHAIRMAN: At Tirupati or Vijayawada?

SHRI MOTI LAL VORA: At Tirupati for the expansion of the runway and we have not received any report from them though we have been writing to them. Very recently...

SHRI PARVATHANENI UPENDRA: That will be given.

SHRI MOTI LAL VORA: Sir, I may tell you that in the month of September 1987, we wrote a letter to the Chief Secretary Andhra Pradesh for giving some land for the expansion of the runway at Tirupati but no response has been received so far from the Andhra Government. After we get the land from the Andhra Government, we will be able to expand the runway at Tirupati. As I have said

about Vijayawada, in the Seventh Five Year Plan we will take up this aerodrome for night-landing.

MR. CHAIRMAN: What about night-landing at Tirupati? Is it only money or something else also which is coming in the way?

SHRI MOTI LAL VORA: Money alone is not the problem. An important problem is risk also, which is very much involved, because when an aeroplane has to land there it has also to be seen whether it will land safely or not. We have got a map. I can show the hon. Member also that it is surrounded on all the sides by hills. So, it is very very difficult to get the plane landed at night.

PROF. C. LAKSHMANNA: Mr. Chairman, Sir, it is not a fact that Tirupati airport is surrounded on all sides by hills. There is a side from which there can be easy landing of the aircraft, as it is happening in the day. From that side we can have the night-landing facilities and then also if the instrument landing facilities are there, it will be much easier. I still hope that the Minister will try to look into this and take up the matter. Coming to Vijayawada, we have, Sir, almost completed three years of the Seventh Five-Year Plan and he says that Rs. 55 lakhs have been set apart for the development of Vijayawada airport. I would like to specifically ask what has been the amount that has been earmarked out of this for the Vijayawada airport in the coming 1988-89. What is the amount and what expeditious steps will be taken to make up for the loss of time which was there for the last three years. For three years they did not do anything. Now he says that in the Seventh Five-Year Plan Rs. 55 lakhs have been set apart. What is the specific amount that has been set apart in the coming year? What specific facilities will be given for night-landing at Vijayawada. Sir, he is not coming forth with replies to all these questions. He is only making a general statement. I would like to ask the Minister and let him state specifically what steps, concrete steps would be taken by him to provide this night-landing facility at Vijayawada, and part (b), Vijayawada is not having many other facilities also. There is no place even for the people to sit properly and all those who come, they have to stand. Sometimes, Sir, in Vijayawada,which is also called Bezwada there is no facility for the people to stay there. Therefore, I would like to ask the Minister whether he will consider giving other facilities, apart from the night landing facility, for the passengers and those who come to see them of at the Vijayawada airport.

SHRI MOTI LAL VORA: Sir, during the Seventh Five Year Plan there is an estimate of Rs. 55 lakhs to be spent for the night-landing facility at Vijayawada, and the facilities which are to be provided are number one, installation of a high intensity runway light...

PROF. C. LAKSHMANNA: That is in the answer, Sir.

SHRI MOTI LAL VORA: In the Seventh Five-Year Plan these are the things that are to be done.

PROF. C. LAKSHMANNA: Three years are already over. I would like to know what will be the facilities that will be provided in the fourth year, *i.e.* 1988-89, which is the fourth year of the Seventh Five-Year Plan and Rs. 55 lakhs will be kept apart. These are the things. For three years you have not done anything. That shows your intention that you are going to spend nothing. May I know what will be the amount that will be allocated out of these Rs. 55 lakhs for the coming year and what specific steps will be taken to provide these facilities?

SHRI MOTI LAL VORA: Sir, I have specifically said that these facilities are to be extended during the Seventh Five-Year Plan. Only in two

years we have to provide all these facilities. As we have narrated...

PROF. C. LAKSHMANNA: I am not disputing what you are saying. I am asking whether you will be allocating funds for 1988-89.

MR. CHAIRMAN: He wants you to be more alert.

SHRI MOTI LAL VORA: We are very alert and about the other facilities which the hon. Member has mentioned we will examine and we will definitely look into them.

PROF. C. LAKSHMANNA: He is not able to reply to my question, I asked, what is the amount allocated for 1988-89?

MR. CHAIRMAN: You have got the budget before you. (*Interruptions*).

SHRI BIR BHADRA PRATAP SINGH: Sir, there might be difficulties to provide landing facilities so far as Tirupati is concerned for aeroplanes, but as I have been told by my friend, the General, helicopters can move in the night also provided you equip the airports and helipads with night landing facilities. So what is the difficulty in providing those facilities at Tirupati?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): Before the House gets confused in it, I would like to say that in the night landing facilities, whether it is helicopter or a fixed wing plane you require navigational facilities at all costs for safety. Helicopter in defence is a different thing, but for commercial flying you have to provide safety arrangements as per the rules and regulations of ICAO. So, for the Vijayawada airfield what the hon. Minister was saying is that this is already in the Seventh Five Year Plan and in these two years the moment these BOR and navigational facilities are provided, night landing will be possible. Runway light etc. is a simple thing, it can be done at any time. So navigational facilities are required.

MR. CHAIRMAN: He is asking about Tirupati, whether with those facilities it is possible to do it. You give us your expert advice on that.

SHRI RAJESH PILOT: I have said that navigational facilities are a must for any night flying, whether it is helicopter or a fixed wing aircraft, navigational facilities like ILS, instrument landing system, and BOR, not the ones which help in search or in location. The moment these facilities are provided, night flying is possible.

MR. CHAIRMAN: If these facilities are provided, can it be done?

SHRI RAJESH PILOT: Yes, Sir, it can be done.

MR. CHAIRMAN: You explain to the Minister. He will take care of that.

SHRI MOTI LAL VORA: I have very much understood what the hon. Minister has said, but I would like to tell hon. Member that we are very much concerned. The only question is how we can take the risk at Tirupati when there are various other factors. (*Interruptions*).

SHRI BIR BHADRA PRATAP SINGH: My question is, what about the helicopter service, not aeroplane service?

SHRI RAJESH PILOT: With your permission, Sir, and with the permission of my colleague, I may mention that helicopters also require navigational facilities in the night-fliyng. That is a must. About the fixed wing aircraft I have said that there are two types of navigational facilities which help in navigation and also in landing of the aircraft. So, for night landing, navigational facilities like ILS and BOR are a must.

MR. CHAIRMAN: If they are provided, will it be possible? You have been to Tirupati.

SHRI RAJESH PILOT: Yes, Sir, it can be done, it is possible.

MR. CHAIRMAN: You kindly examine it.

Next question.

*206. [*The questioner (Shri Vithalbhai Mtiram Patel) was absent. For answer*, vide *Col.* 33-34 *infra*].

Study on Malnutrition among Children

*207. SHRIMATI VEENA VERMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have recently conducted any study regarding malnutrition among children in the country; and

(b) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) and (b) The Ministry of Health and Family Welfare had requested the Indian Council of Medical Research to study the problems relating to Health and nutrition arising from drought conditions. The Council had undertaken a study which covered 241 villages in 26 districts in the States of Rajasthan, Madhya Pradesh, Gujarat, Orissa, Andhra Pradesh, Tamil Nadu and Karnataka covering a population of 25,617 including 9,666 pre-school children.

The study indicates that among pre-school children, the major problems encountered were protein energy malnutrition, night-blindness and anaemia.

श्रीमती वीणा वर्मा : सर, अभी कुछ ही समय पूर्व श्रीनगर में एक सम्मेलन आयोजित हुआ था "राष्ट्रीय पौष्टिक आहार नीति" पर और उसके विशेषज्ञों की रिपोर्ट के अनुसार 55 प्रतिशत बच्चों में कुपोषण के साइन है जो कि एक गंभीर समस्या है और अभी जैसा मंत्री जी ने बताया है कि कुछ ही राज्यों में ड्राउट कंडीशन्ज से उत्पन्न समस्या को लेकर सर्वे किया गया तो ऐसा क्या जनरल सर्वे कोई नही किया गया है ? अगर किया गया है तो उसकी रिपोर्ट क्या है ? दूसरा "बी" पार्ट आफ माई क्वश्चन इज आज ही के अखबार में एक-दो खबरें छपी हैं कि आयोडीन की कमी से दिल्ली में तीन लाख बच्चे प्रभावित है तो इसके बारे में सरकार क्या करने जा रही है और साथ ही जनरल सर्वे की रिपोर्ट क्या है ? सर्वे किया गया है या नही ?

KUMARI SAROJ KHAPARDE: Sir, regarding studies in drought affected areas, I would like to tell the hon. Member that recently I visited Rajasthan.

श्रीमती वीणा वर्मा : सर्वे किया गया है या नहीं ?

KUMARI SAROJ KHAPARDE: I did not get your question. Will you repeat it?

श्रीमती वीणा वर्मा : सर, मैं माननीय मंत्री जी से पूछना चाहती हूं कि जनरल यह बच्चों में कुपोषण कितना होता है, इसके बारे में नार्मल कंडीशन में बच्चों में कुपोषण या न्यूट्रीशन कितने परसेंट है ? क्या इसके बारे में कोई सर्वे किया गया है या नहीं ? अभी श्रीनगर में एक सम्मेलन हुआ था उसमें विशेषज्ञों की रिपोर्ट है कि बच्चों में 55 प्रतिशत कुपोषण पाया गया है जो कि एक गंभीर समस्या है और खास तौर से शहरी गंदी बस्तियों में 54 प्रतिशत बच्चों में कैलोरी कंजम्प्शन बहुत कम है, तो उसके बारे में कोई जनरल कंडीशन में सर्वे किया गया या नहीं ?

KUMARI SAROJ KHAPARDE: Sir, the Indian Council of Medical Research constituted an Expert Committee in